

THE FARMINGTON TIMES

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HUMAN "PAT" DYER

Judge David P. Dyer, affectionately known throughout Missouri as "Pat" Dyer, has resigned from the Federal bench at the age of 81. There are thousands who will be sorry that he is leaving the court, but there is none who will begrudge him his honorably earned rest.

There may be jurists in America more learned in the law than Judge Dyer, but none more learned in human nature. He was always a man dealing with men, not an avenger of the broken law dealing with captured victims. He dealt out humanity, then justice.

Impatient of technicalities and legal quibbles, he always went to the heart of things, questioning defendants, asking them about their home lives, their children, their hopes and their disappointments. Men who appeared before him for sentence left the court room feeling that they had been before a human brother and they had been treated fairly.

Always popular with the people, Judge Dyer justified their faith in him by his excellent disposition of the United Railways tangle. It was the crowning act of a useful career.

The best tribute that can be paid to Judge Dyer is that neither encroaching years, the judicial dignity nor early political disappointments could eradicate or even dim the bright spark of humanity in his heart.

May "Pat" Dyer live many more years to enjoy his well-earned rest.—Republic.

RATIFICATION OF THE TREATY

Notwithstanding the indignant protests of the Germans, it may be assumed that the treaty will be signed. The fact that the German delegation has suggested changes in the sections referring to labor and the repatriation of prisoners is an indication that its general protest was a formality made to save their pride. If they intended to reject the treaty as a whole they would not begin by asking modifications of relatively unimportant features. The larger question, with us at any rate, is the ratification of the treaty by the United States Senate. The summary of the treaty has been received with general approval in this country. The fear that it might be too lenient in its terms has been proved unwarranted. Objections can be made, and are made, to certain features of it, features that vary with the feelings of the critic, but on the whole there is much reason for the conviction that no better treaty could be formed, in view of all the circumstances. The full text of the treaty may reveal some things that are not shown in the summary, but if the digest that has been given out fairly epitomizes the treaty we see no good reason why it should not be ratified.

And if it is to be done it would be well to do it as quickly as possible. Officially the war is not ended until the treaty is ratified, and much of the great work of restoration and reconstruction cannot be properly inaugurated until this matter is definitely settled. That applies particularly to international trade, but it is of little less importance in its application to our domestic affairs. Until the treaty is ratified there will be a condition of uncertainty that will have a hindering influence upon all manner of activity. We cannot look the future squarely in the face until we are relieved from the mental reservation that clouds our energies. The treaty provides that it is "to become effective in all respects for each power on the date of deposit of its ratification." That is to say, if the treaty were signed by the German delegation today and were ratified by France tomorrow, it would be in full effect as to France. That Great Britain will ratify promptly we may confidently expect, nor is there any reason to believe that Italy and the other powers will delay ratification, if ratification is required by their respective constitutions. If, then, discussion in the United States Senate is prolonged, we shall be left outside, and in suspense until the other nations are going forward on the new course unfettered. The right and duty of the Senate to give the matter careful consideration is not to be denied, but careful consideration does not mean endless discussion. We cannot afford to block the wheels of advancement in this critical hour. The objections must be vital that will justify delay, and in the summary we are unable to discern anything upon which a vital objection can be predicated. To the nations that ratify it it will be a fact accomplished, and it will be impossible to draw them together again for any remodeling the United States Senate may propose.

It is especially important that this thing be considered in its broadest national aspect. It will be the greatest document that has ever come before the Senate for its approval. Upon it hangs not merely the fate of a nation, but the fate of the world. There is in the world's history has there been anything approaching it in the vastness of its scope and in the poten-

tiality of its provisions. It is unthinkable that it should be considered in any other than the broadest and most unbiased spirit of patriotism and humanity. No personal or partisan feeling should be permitted to affect the judgment in any way whatsoever. Nor should any such feeling interpose to delay action for a single hour. The eyes of the world will be upon the Senate. It must justify its dignity by its greatness.—Globe-Democrat.

THE NEW ERA AND CHARITY

Charity covers a multitude of sins and a multitude of sinners. For the most part it is the camouflage paint for rapacity, selfishness, false pride and deceit.

Once the greatest virtues, Charity has, by the Unitarian Age that makes Dollars of Deities, been converted into a shield for wrongdoers and a means for the perpetuation of human inequality.

In the "Vision of Sir Launfal," Lowell has the Spirit say:
"Who gives himself with his alms feeds three,
Himself, his hungering neighbor and Me."

That is the real Charity—the Charity that the ancients knew by the word Love. That is the Charity of Christ.

"Though I bestow all my goods to feed the poor, and have not Charity, it profiteth me nothing."

Today Charity has developed into mere alms-giving—alms-giving, usually with an ulterior motive. How alms? The purse-proud toss pennies to the poor and hasten away, brushing their coat sleeves lest they be contaminated by the proximity to poverty.

This one gives Charity that men may point to him as a philanthropist, that one to avoid critical comment, and the third in an eleventh-hour effort to save a seared soul from Hell and brighten a black memory.

The exploiter who wracks dollars out of the wasted bodies of children and gives part of the dollars to found an orphan asylum is using Charity as a mask for barbarous rapacity.

The man who overworks and underpays men and women so that they come to the feebleness of old age before their time, without the wherewithal to clothe and feed themselves, may make a great name for himself as a philanthropist by giving money to found an Old Folks' Home, but he, too, is a rotten fraud. He is using Charity to cover sin.

The idle inheritors of family wealth who give their old clothes to the poor, contribute to the uplift of the heathen and subscribe to benevolent propositions here and there, but still lead lives of useless frivolity and empty amusement, spending \$500,000 for a yacht and \$500 to aid the blind, are camouflaging with Charity. There is no Love in it.

At best Charity is nothing but a patch for a sore. It cures no social disease; it merely covers it up to deceive the passing eye, but the sore under the patch, deprived of sunlight, continues to grow worse. Eventually no patch is big enough to cover it, nor to kill the fetid odor.

As a matter of fact, Charity—that is, the giving of alms—has no place in the world today. The necessity for Charity is brought about by industrial injustice. Remove that and the need for almsgiving dies.

But defenders of the sort of the Charity we have nowadays will ask: What is to be done with the unfortunate and the weak if the rich do not give to the poor, regardless of motive?

The plain answer is that every man capable of useful work ought always to have the opportunity to get what he needs through his own effort. If, through natural incapacity or misfortune, any individual cannot care for himself, then Society, the State, owes that person a living, and he ought not to be compelled to beg it or accept it as a bounty of any self-adoring exploiter of other men.

Those who will not work through sheer laziness should be taken in hand by the State and educated. Sloth and indifference to labor are the results of ignorance. Charity merely increases the number of loafers; education will reduce them to the vanishing point.

In some of the older countries they order the affairs of humanity better than we do in America. Take old-age pensions now in force in at least two European nations, for example. Fixed sums are paid to aged and feeble workers, not as alms given by the state, but as a recognition of the fact that the citizen who has labored 30 or 40 years producing articles for his fellow-men has contributed enough to the wealth of society to entitle him to independence in his declining years.

There are objections to old-age pensions, but in so far as they recognize the right of all men to be free from the blight of Charity they are on the right track.

In the New Era of Greater Humanity, when labor receives a just share in the products of its labor, when decency and the square deal take the place of selfishness and cut-throat competition in business, and when all who would eat must work, the good things of life will be so distributed that all will have plenty. There will be no such thing as capitalists with \$100,000,000 on the one hand and families who cannot send children to school because they are undernourished, on the other; there will be no such thing as idle parasites of inherited wealth, in imported cars, whizzing by broken-down workers on the way to the poorhouse. There will be wealth, lots of it, but it will be divided among those who produce things, and the division will be such that the need for almsgiving will vanish.

"I AM MY BROTHER'S KEEPER."

—Republic.

Some Republican papers are saying that the Republicans and the "Progressives" will "get together" during the next session of Congress. Judging the factions wholly by their exchange of "courtesies," it is pretty certain that if they do "get together" some one will have to call the police.

—Potosi Independent.

NO MIDDLE GROUND, ALLIES TELL TEUTONS

Paris, May 12.—The Council of Four spent the greater part of today on the Austrian boundaries, and completed the task of defining them this afternoon in session with the foreign minister. Such progress was made that the members of the Council believe that the Austrian treaty may be completed this week.

Although it is not stated in the treaty, the new Austrian frontier is the one designated by the secret treaty of London, giving Italy all the strategic heights and defensive passages.

The Peace Conference leaders are reported by the newspapers to have decided upon the terms of the reply to be made to the two notes sent to President Clemenceau of the Peace Conference on Saturday evening by Count von Brockdorff-Rantzau, chairman of the German delegation.

"Accept or Reject Treaty."

The first exchange between Count von Brockdorff-Rantzau and the Allies was considered a preliminary skirmish to the main battle and discloses the allied position as, in effect: "Accept the treaty as it stands or reject it, one or the other, as there is no middle ground."

This was the prevailing view today in the American delegation to the Peace Conference and in conference circles generally after the four notes had been analyzed.

The Council of Four today decided to refer the German notes on labor and war prisoners to experts for consideration instead of answering them at once, as it did with the first two communications from the German delegation.

Count von Brockdorff-Rantzau, in addressing a note to Premier Clemenceau relative to the repatriation of prisoners, asks that the details of the transfer be entrusted to commissions.

Oral Discussions Urged

The German foreign minister states that the German peace delegation has "noted with satisfaction" that the draft of the treaty recognizes in principle the repatriation of German war and civilian prisoners with great expedition and says that special commissions might carry on direct oral discussions which would include all belligerent states, it being pointed out that even during hostilities this has proved a most effective way of solving difficulties.

The note says that this work should be much easier, now that the war is over, and would remove differences of conception or lack of clearness on particular points, such as legal conceptions in individual countries. The German delegation, it is said, considers it indispensable that these war and civilian prisoners detained are undergoing punishment for other than disciplinary offenses should in principle be included among those to be unconditionally repatriated.

"Regarding war and civilian prisoners of allied and associated powers in its hands," the note says, "Germany has recognized the same principle. It appears self-evident to the German delegation, therefore, that on grounds of fairness certain alleviations in the treatment of prisoners should be agreed upon pending their return."

The note then proceeds: "In a one-sided manner, some feel the stipulations have been made in favor of the allied and associated governments. For instance, those regarding the surrender of personal property, the search for missing objects and the care of graves might be cited. It is assumed that these questions demand for a complete reciprocity, if founded on general human rights."

The note then refers to a number of minor points and proposes that deliberations by commission should be begun speedily to clear up preliminaries in readiness for the time when shipping and similar difficulties may be solved and the removal of the prisoners may be possible. It alludes to the importance to Germany that the prisoners return home under orderly conditions, insuring their reinstatement into economic life with the greatest possible dispatch, and says that this seems only possible if everything is done to "raise the moral and physical state of those returning."

Allied Help Wanted

Since Germany's economic position prevents her by her own strength from providing the requisite guarantees, the delegation suggests that the deliberations of the commissions might extend to the question of how far it would be possible on the part of the allied and associated governments to help Germany in the matter and for example in return for the repayment of the cost to provide the prisoners with new outfits, underclothing, civilian suits and boots before their return.

The note concludes: "Accept, Herr President, the expressions of my most particular esteem."

In his note dealing with labor questions, Count von Brockdorff-Rantzau agrees with the allied and associated governments that the greatest attention must be paid to these problems.

"Internal peace and human progress depend on how these questions are handled," the note says. "The demand for social justice repeatedly drawn up in this connection by workers of all lands only partly find endorsement in principle in this section of the allied governments' draft of the peace terms. These high demands have for the most part already been carried out in an admittedly exemplary fashion in the German empire."

Urges Labor Code

Referring to the draft of an agreement on international labor compiled by the German Government and proposed by the German League of Nations, the note says: "In order in the interest of all humanity, to put these principles everywhere into practice the acceptance of the German delegation's proposal is certainly requisite. We consider it necessary that all states should join in this agreement, even if they do not belong to the League of Nations."

"In order to assure the workers for whom these proposed improvements are destined co-operation in shaping

these principles, the German delegation considers it necessary to convolve representatives of the national organizations of the labor union of all the contracting parties to a conference at Versailles, even during peace negotiations to deliberate and make decisions on international labor law. It considers it would be advantageous that the proceedings of this conference be based on decisions reached at the international trades union conference held at Bern on February 5 to February 9, 1919. We append a copy of these decisions which have been accepted by the representatives of trades union organizations in Bohemia, Bulgaria, Denmark, Germany, Great Britain, France, Greece, Holland, Italy, Canada, Norway, Austria, Switzerland, Sweden, Spain and Hungary. We have been charged to do this by the union of Germany."

BURNING OF OLD BONDS RECALLS A JUNKED ROAD

Charleston, Mo., May 14.—An interesting account of the manner in which the early railroads were built in this section was given by Robert H. Whitelaw on the burning of \$438,000 worth of canceled bonds, representing the accumulation of bonds since the year 1869.

Just after the Civil War, according to Whitelaw, the people all over the country became obsessed with the idea that the question of transportation was the most important one, and each community was desirous of obtaining railroad connections. It was especially so in this section, where the Mississippi River was the only means of transportation, and which, during the winter, was closed to most traffic.

On December 31, 1859, the Legislature passed an act to incorporate the "Pilot Knob, Cape Girardeau & Belmont Railroad Company," which authorized the construction of a railroad from Pilot Knob, in Iron county, to Cape Girardeau, and then to Belmont, in this county, on the Mississippi River. On January 14, 1868, this act was amended so as to authorize the construction of a road commencing at a point on the Iron Mountain Railroad between DeSoto and Pilot Knob, and running to Cape Girardeau and Belmont.

On February 19, 1869, the act was again amended by changing the name to the Cape Girardeau & State Line Railroad Company.

Enabling Act in 1868

In 1868, an act, known as the railroad enabling act, was passed, authorizing townships in the State to vote bonds to aid in the construction of railroads, and when, in 1869, the St.

Louis & Iron Mountain Railroad Co. built a road 16 miles south of Cape Girardeau, leaving these two towns off the railroad, it was decided to vote bonds to build a railroad connection.

Bonds aggregating \$300,000 were voted, half by the town and half by the township, and a right of way was secured, for which absolutely nothing was paid, for a distance of 40 miles, running in a southwesterly direction toward Poplar Bluff. A dump was built for some miles, a few bridges and conduits were put in, and finally two miles of rails were laid. One worn-out locomotive and a few flat cars were also purchased.

The people were now intoxicated over the prospects of having a railroad, and in a short time all the money was gone and the contractors began to demand pay for labor and material.

Liens were filed, suits brought to collect the money and judgments rendered. Executions were issued and levied on the right of way, and it was sold to satisfy the judgments. The equipment was sold, the little engine being loaded on a flat-boat and taken to St. Louis.

Houck's Project

Louis Houck, pioneer railroad builder of Southeast Missouri, came to the rescue and made a proposition to build the road, if arrangements could be made for acquiring the right of way. Thus it was that Houck began to build the road, which was later to be acquired by the Frisco System and expanded into two great lines, one to Poplar Bluff and the Southwest and the other to Memphis on the south and St. Louis on the north.

WHY NOT ADVERTISE THE CHURCH?

Just why the newspapers of our cities and towns do not carry more advertising of churches and church services has been cause for wonderment on the part of a good many advertising men.

Churches, such as the Bethany Church, Presbyterian, of Philadelphia, in which Mr. John Wanamaker has long been active, have advertised successfully, but even they have, in the judgment of able critics fallen far behind the possibilities.

If there are 20,000,000 people in the United States who, in the belief of churchmen, ought to go to church and do not, why not advertise to them?

The same people are reached and influenced by the advertising of Liberty Loan campaigns, department stores, and theatres, why not churches?

Here is a thought for the business man who is interested in his church, who wants to see it a success financially as well as spiritually in its in-

fluence in the community.

Rev. Daniel Hoffman Martin, D. D., of New York, recently said in The American Lutheran:

"In the good old times the only advertisement the church needed was the bell which pealed its silvery announcement on the Sabbath air. But now the church bell must compete with the breakfast bell, the telephone bell, the door bell, the locomotive bell and the various appeals to turn the holy day into a holiday."

"The modern Sabbath makes a many sided appeal. The call to worship is muffled in the call of the golf links, the tennis courts, the excursion trains, the automobiles, the motion pictures and the voluminous Sunday papers."

"Printers' ink as an aid to church publicity is a comparatively new idea. The church has always stood for things other-world and occupied a position of such dignity and sobriety that it has seemed a sacrilege to name it in the advertising columns of a newspaper. But this is a strenuous age for the church. Its right to live is questioned when everything sacred and secular is flung into the melting pot for a new judgment and all things are re-examined and tested."

"Today the church has to make as strong a bid for popular support as a store makes for customers. Failure to draw in as fast as a minister as to a merchant. Commerce has discovered that the newspaper is the messenger which goes into every home telling about soap and soup and pins and needles. Why should not the church harness that same force to the Gospel chariot?"

"A religion of stunts does no good."

"No organization in the business world makes such slow progress in the adoption of new ideas as the church. Hundreds of churches have no more members this year than last. They never spend one dollar in publicity work. Their official boards are static, never dynamic. They never make any appropriations for publishing the glad tidings."

"Is there anything undignified about printers' ink? The first printed book was a Bible."

"People are just people, whether you find them at a sale or a service. They are perplexed and sad, and discouraged and they would like to know where they can find solace and courage and hope."

"Some preachers fear that it will smack of the sensational to advertise what they are to preach. That word sensational has been so much abused that some preachers fear it as they would a plague and go to the other extreme until their B. D. stands for 'Deadly Dull.'—Advertising News."

ESSEX

Here Is the Secret

Why the Light Weight Car Everyone Is Talking About Does Not Soon Show Wear

THE ESSEX STAYS NEW

The frame of the Essex is as strong as a bridge girder. Road strains do not affect it in the slightest; consequently, the Essex is free from squeaks and rattles.

There is no weaving or twisting of the radiator. The Essex remains rigid and firm under the hardest service. Every wearing part is adjustable as well as being well lubricated. The Essex retains its newness.

Just ask any of the tens of thousands who have ridden in the Essex and who are so enthusiastic in their praise of it to describe how substantially and quietly it rolls over even the roughest roads.

How often motorists, particularly those with light weight cars, have driven miles out of their way to avoid a stretch of bad road, because of the torture to themselves and to the car.

But the Essex is affected by no such abuse. Its spring suspension is unusual and effective. Its construction is so solid that even the roughest cobblestone pavements are passed over with an ease that has created the greatest admiration.

Its friends declare the Essex has no equal in easy riding quality regardless of the size, weight or cost of the car.

When will you take your ride in the Essex?

Any dealer will show you how and why the Essex rides so easily, performs so well and retains its quiet and rigid qualities.

And you will see also a performance of acceleration, speed and power that is comparable only to the highest powered costly cars.

Think how rare these qualities are, even in cars costing much more than the Essex, which in the five passenger model sells at \$1395 f. o. b. Detroit.

LANG MOTOR COMPANY

FARMINGTON, MO.